



San Diego County Traffic Advisory Committee

Committee Secretary
5469 Kearny Villa Road #201, M.S. 0-338
San Diego, California 92123-1159
(858) 874-4030

Represented Agencies
Automobile Club of Southern
California
California Department of
Transportation
California Highway Patrol
Independent Insurance Agents
& Brokers of San Diego
San Diego County Bicycle Coalition
San Diego County Department of
Public Works
San Diego County Office of Education
San Diego County Safety Council
San Diego County
Sheriff's Department

January 20, 2012

To: Each Member of the San Diego County Traffic Advisory Committee

From: Secretary

MEETING NOTICE (Temporary Meeting Location- see attached map)

Attached is the preliminary agenda for the Traffic Advisory Committee meeting to be held on Friday, January 27, 2012. The meeting will begin at 9:00 AM in the **Department of Public Works - Third Floor Large Conference Room at 5500 Overland Avenue in San Diego. (NOTE: Please park in the parking structure)**

KENTON R. JONES, Secretary
San Diego County Traffic Advisory Committee

KRJ:mr-l

Attachments



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

January 27, 2012

Agenda:

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from December 16, 2011**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
A. RADAR RECERTIFICATION	LAKEVIEW ROAD	LAKESIDE	LAKESIDE
B. RADAR RECERTIFICATION	OAK CREEK ROAD	LAKESIDE	LAKESIDE
C. RADAR RECERTIFICATION	LOS COCHES ROAD	LAKESIDE	LAKESIDE
D. RADAR RECERTIFICATION	VALLE VISTA ROAD	LAKESIDE	LAKESIDE
E. RADAR RECERTIFICATION	JAMUL DRIVE	JAMUL	JAMUL-DULZURA
F. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	EL CAJON	CREST-DEHESA
<u>SUPERVISORIAL DISTRICT 5</u>			
A. RADAR CERTIFICATION	BURMA ROAD	FALLBROOK	FALLBROOK

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 2-A**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Lakeview Road from Julian Avenue southerly to Los Coches Road (1.65 miles), LAKESIDE (Thos. Bros. 1232-D4) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Lakeview Road is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Lakeview Road is a striped two-lane Through Highway that varies from 23 feet to 52 feet in width. There is an all-way stop control at its intersection of Lakeview Road and East Lakeview Road. There is edge-striping along both sides of the roadway. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>09/11</u>	<u>06/05</u>	<u>07/02</u>	<u>04/95</u>
Lakeview Road:				
N/o Los Coches Road	*	4,700*	4,230*	3,750*
N/o Sohail Road	*	3,670*	3,170*	2,650*

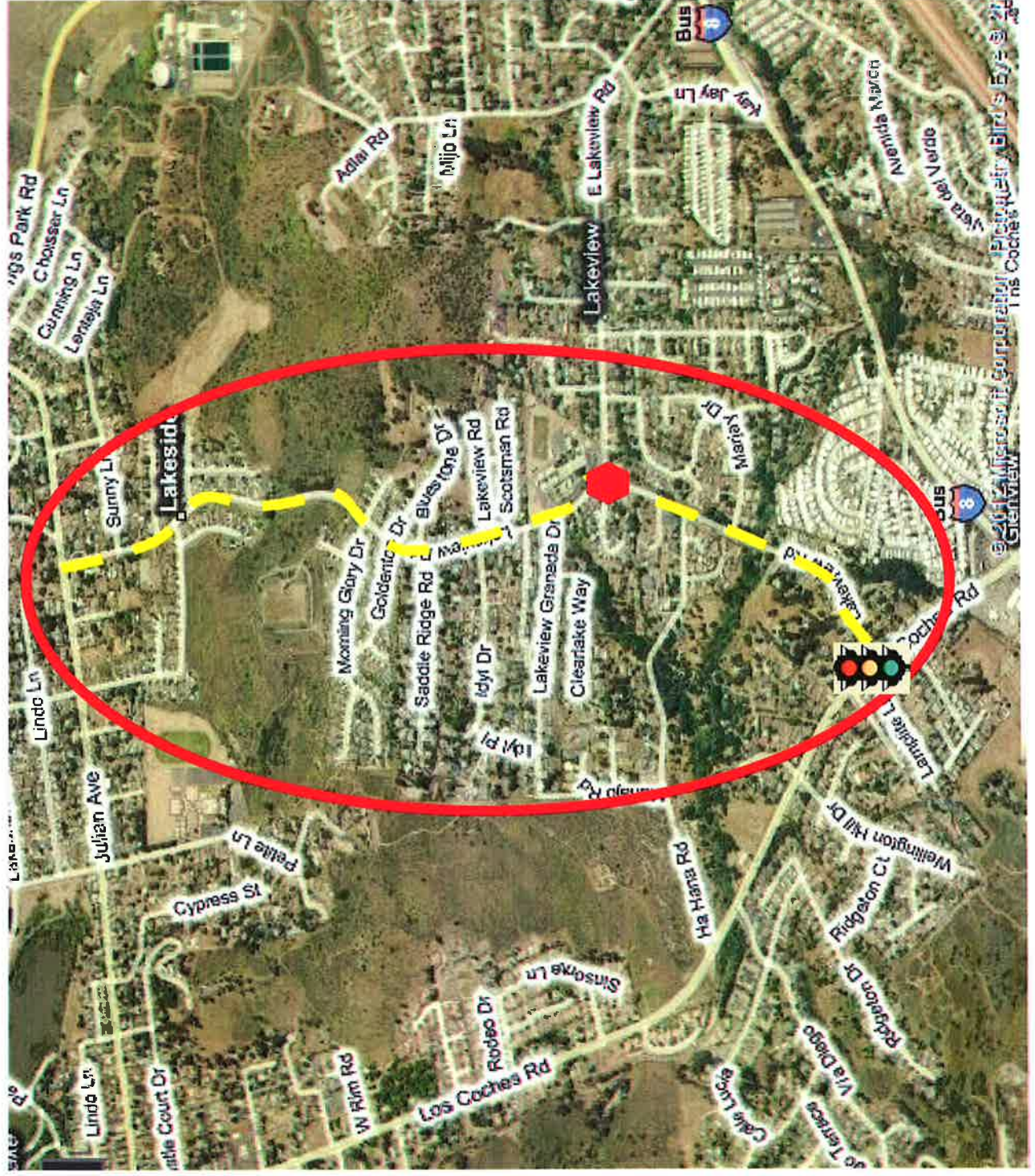
* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Lakeview Road:				
500' S/o Saddle Ridge Road	(2011) 43.8 MPH (2005) 40.9 MPH	35-44 33-42	62.0% 77.0%	298 200
@ Khuram Street	(2011) 44.7 MPH (2005) 41.2 MPH	38-47 33-42	69.6% 71.4%	293 196

Collision Data

There have been six reported collisions, three of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

Lakeview Road



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Lakeview Road 500' s/o Saddle Ridge Road

DATE: 10-4-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 40 mph OBSERVER: contrator CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
13	1	13	1	0.3	*
14	0	0	1	0.3	*
15	0	0	1	0.3	*
16	0	0	1	0.3	*
17	0	0	1	0.3	*
18	0	0	1	0.3	*
19	3	57	4	1.3	***
20	0	0	4	1.3	*
21	0	0	4	1.3	*
22	0	0	4	1.3	*
23	2	46	6	2.0	**
24	1	24	7	2.3	*
25	1	25	8	2.7	*
26	6	156	14	4.7	*****
27	2	54	16	5.4	**
28	8	224	24	8.1	*****
29	6	174	30	10.1	*****
30	6	180	36	12.1	*****
31	10	310	46	15.4	*****
32	6	192	52	17.4	*****
33	11	363	63	21.1	*****
34	8	272	71	23.8	*****
35	14	490	85	28.5	*****
36	20	720	105	35.2	*****
37	26	962	131	44.0	*****
38	21	798	152	51.0	*****
39	20	780	172	57.7	*****
40	23	920	195	65.4	*****
41	10	410	205	68.8	*****
42	20	840	225	75.5	*****
43	13	559	238	79.9	*****
44	18	792	256	85.9	*****
45	13	585	269	90.3	*****
46	8	368	277	93.0	*****
47	9	423	286	96.0	*****
48	4	192	290	97.3	***
49	3	147	293	98.3	***
50	2	100	295	99.0	**
51	0	0	295	99.0	*
52	1	52	296	99.3	*
53	2	106	298	100.0	**
					0-----5-----10-----15-----20-----

AVERAGE SPEED = 38
50th PERCENTILE = 37.8
85th PERCENTILE = 43.8
90th PERCENTILE = 44.9
95th PERCENTILE = 46.6

PACE = 35 - 44
% IN PACE = 62
VEHICLES IN PACE = 185

SAMPLE VARIANCE = 39.42656
STANDARD DEVIATION = 6.279057
RANGE 1*S = 70.4698
RANGE 2*S = 96.30872
RANGE 3*S = 98.65771

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Lakeview Road 100' s/o Khuram Street

DATE: 10-6-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 40 MPH OBSERVER: contractor CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
19	2	38	2	0.7	**
20	1	20	3	1.0	*
21	1	21	4	1.4	*
22	3	66	7	2.4	***
23	2	46	9	3.1	**
24	1	24	10	3.4	*
25	1	25	11	3.8	*
26	1	26	12	4.1	*
27	1	27	13	4.4	*
28	1	28	14	4.8	*
29	2	58	16	5.5	**
30	2	60	18	6.1	**
31	4	124	22	7.5	***
32	6	192	28	9.6	*****
33	8	264	36	12.3	*****
34	9	306	45	15.4	*****
35	11	385	56	19.1	*****
36	8	288	64	21.8	*****
37	8	296	72	24.6	*****
38	22	836	94	32.1	*****
39	25	975	119	40.6	*****
40	30	1200	149	50.9	*****
41	17	697	166	56.7	*****
42	19	798	185	63.1	*****
43	26	1118	211	72.0	*****
44	24	1056	235	80.2	*****
45	18	810	253	86.3	*****
46	11	506	264	90.1	*****
47	12	564	276	94.2	*****
48	5	240	281	95.9	****
49	2	98	283	96.6	**
50	3	150	286	97.6	***
51	2	102	288	98.3	**
52	2	104	290	99.0	**
53	1	53	291	99.3	*
54	1	54	292	99.7	*
55	1	55	293	100.0	*
					0-----5-----10-----15-----20-----
	293	11710			

AVERAGE SPEED = 39.9
 50th PERCENTILE = 39.9
 85th PERCENTILE = 44.7
 90th PERCENTILE = 45.9

PACE = 38 - 47
 % IN PACE = 69.6
 VEHICLES IN PACE = 204

SAMPLE VARIANCE = 36.58797
 STANDARD DEVIATION = 6.048799
 RANGE 1*S = 77.8157
 RANGE 2*S = 94.53924

95th PERCENTILE = 47.4

RANGE 3*S = 98.63481

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Oak Creek Road from Flinn Springs Road easterly to Old Highway 80 (1.5 miles), BLOSSOM VALLEY (Thos. Bros. 1232-J3) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Oak Creek Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Oak Creek Road is a striped two-lane roadway that varies from 24 feet to 36 feet in width. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>08/08</u>	<u>11/03</u>	<u>01/02</u>
Oak Creek Road:			
N/o Old Highway 80	1,540*		
E/o Flinn Springs Road		1,620*	1,520*
W/o Robledo Real Road		1,280*	940*

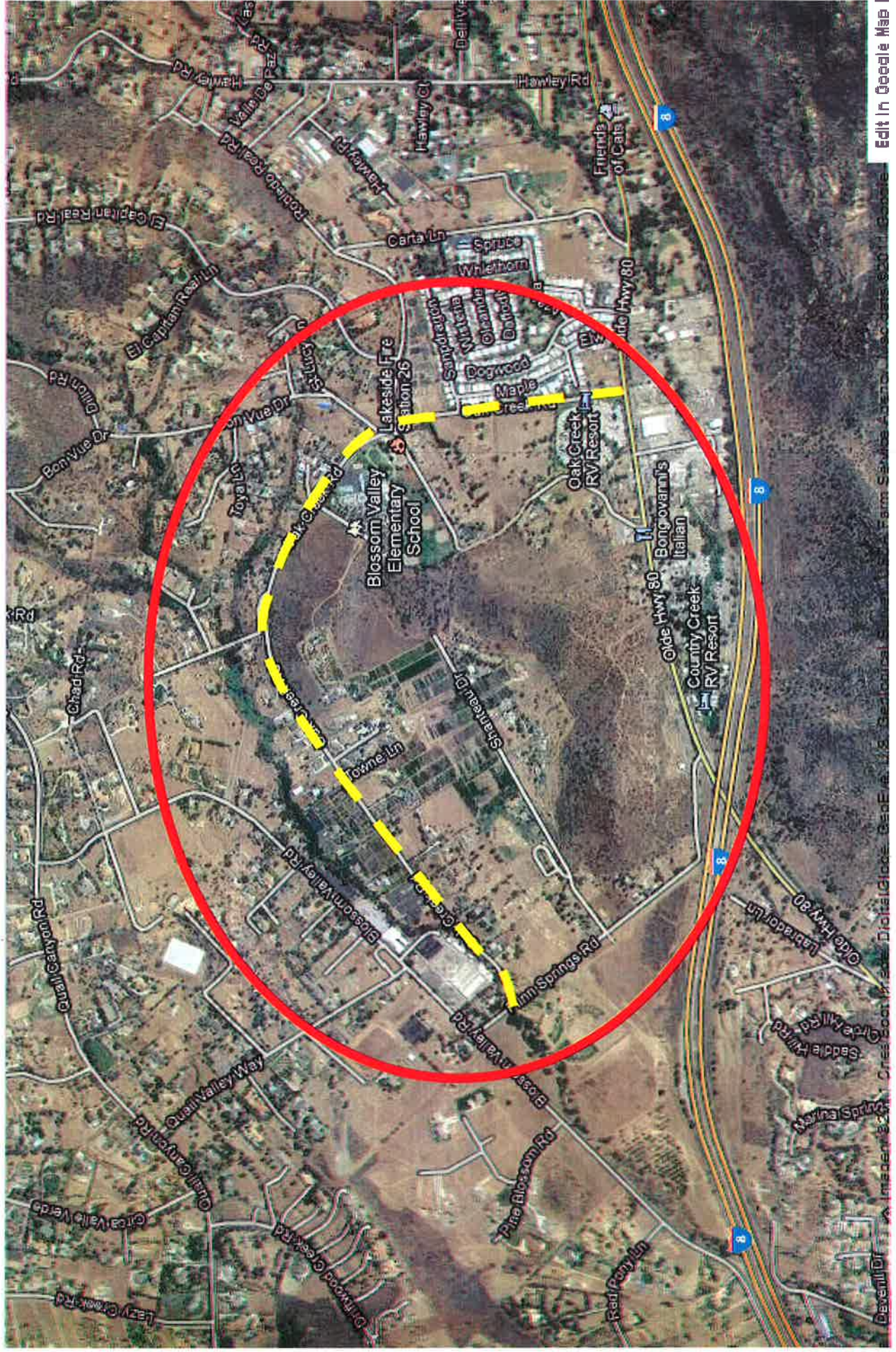
* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Oak Creek Road:				
@ Towne Lane	(2011) 49.9 MPH	37-46	65.9%	47
	(2004) 49.5 MPH	36-45	52.2%	136

Collision Data

There have been no reported collisions along this segment of roadway in the last two years (09-30-09 to 09-30-11).

Oak Creek Road



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Oak Creek Road 100 ft E/o Towne Lane

DATE: 11-09-11 TIME START: 9:30 TIME END: 11:30 WEATHER: clear ROAD TYPE:

DIRECTION: EB/WB SPEED LIMIT: 45MPH OBSERVER: Tricia CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
33	1	33	1	2.1	*****
34	2	68	3	6.4	*****
35	3	105	6	12.8	*****
36	1	36	7	14.9	*****
37	3	111	10	21.3	*****
38	4	152	14	29.8	*****
39	0	0	14	29.8	*
40	3	120	17	36.2	*****
41	5	205	22	46.8	*****
42	4	168	26	55.3	*****
43	3	129	29	61.7	*****
44	2	88	31	66.0	*****
45	3	135	34	72.3	*****
46	4	184	38	80.9	*****
47	0	0	38	80.9	*
48	1	48	39	83.0	*****
49	0	0	39	83.0	*
50	1	50	40	85.1	*****
51	3	153	43	91.5	*****
52	1	52	44	93.6	*****
53	1	53	45	95.7	*****
54	1	54	46	97.9	*****
55	1	55	47	100.0	*****
56	0	0	47	100.0	*
					0-----5-----10-----15-----20-----
47		1999			

AVERAGE SPEED = 42.5
 50th PERCENTILE = 41.3
 85th PERCENTILE = 49.9
 90th PERCENTILE = 50.7
 95th PERCENTILE = 52.6

PACE = 37 - 46
 % IN PACE = 65.9
 VEHICLES IN PACE = 31

SAMPLE VARIANCE = 32.90659
 STANDARD DEVIATION = 5.736427
 RANGE 1*S = 68.08511
 RANGE 2*S = 97.87234
 RANGE 3*S = 100

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 2-C**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Los Coches Road from Julian Avenue southerly to Highway 8 Business (1.9 miles), LAKESIDE (Thos. Bros. 1232-B4) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Los Coches Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Los Coches Road is a striped two-lane Through Highway that measures 64 feet in width. It has a two-way left-turn lane separating both directions of travel. There are bike lanes and parking lanes along both sides of the roadway. The road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>08/08</u>	<u>06/05</u>	<u>6/93</u>
Los Coches Road:			
S/o Julian Avenue	12,660*	12,510*	15,610*
N/o Highway 8 Business	15,700*	16,230*	14,930*

* Two-way count

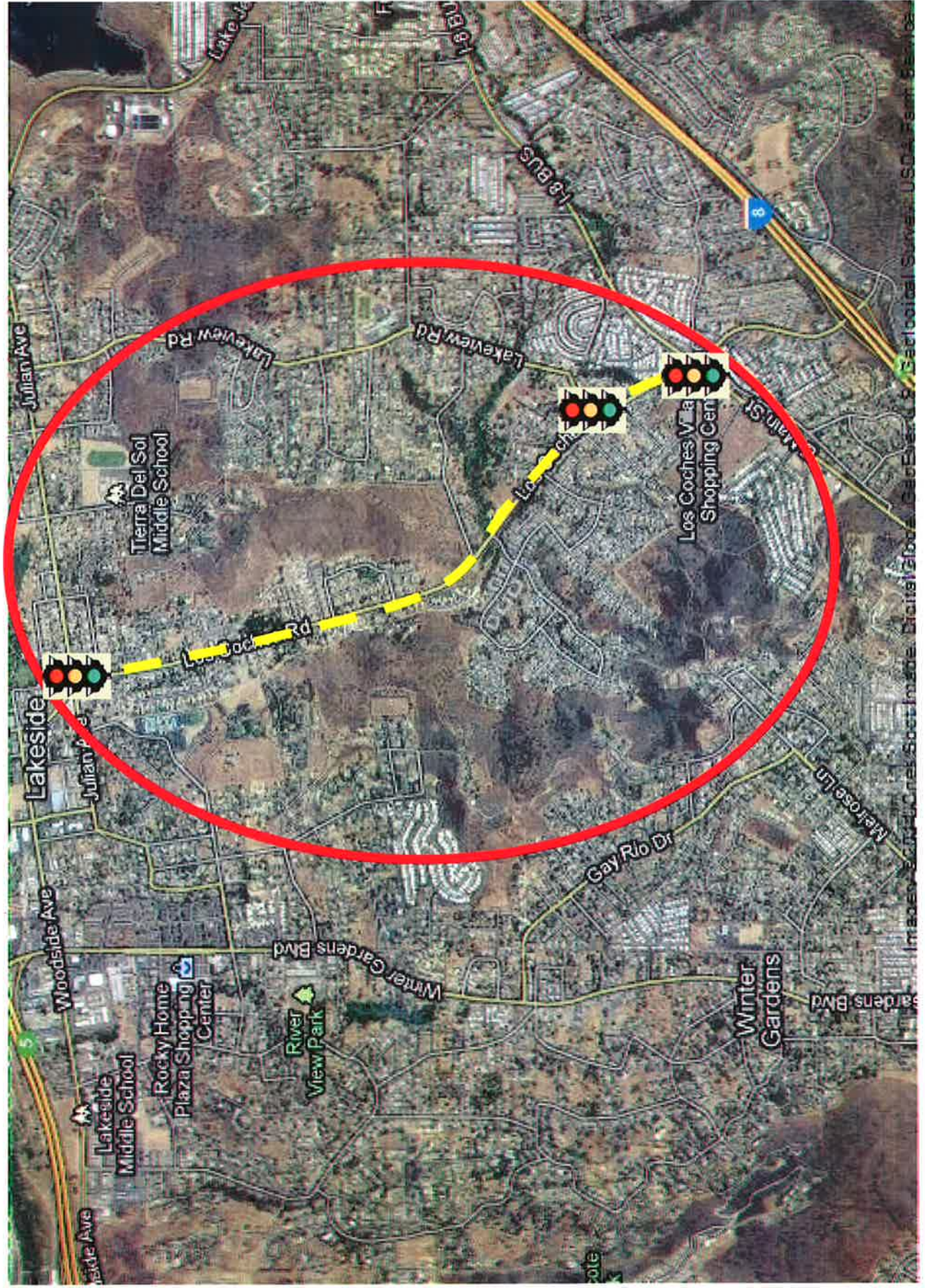
<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Los Coches Road:				
1,900 S/o Castle Court Dr	(2011) 49.0 MPH	41-50	78.3%	299
	(2005) 50.6 MPH	41-50	67.0%	200

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
750' S/o Via Diego	(2011) 48.0 MPH	39-48	80.8%	308
	(2005) 50.7 MPH	42-51	73.7%	198

Collision Data

There have been 29 reported collisions, 2 of which involved a fatality and 15 of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

Los Coches Road

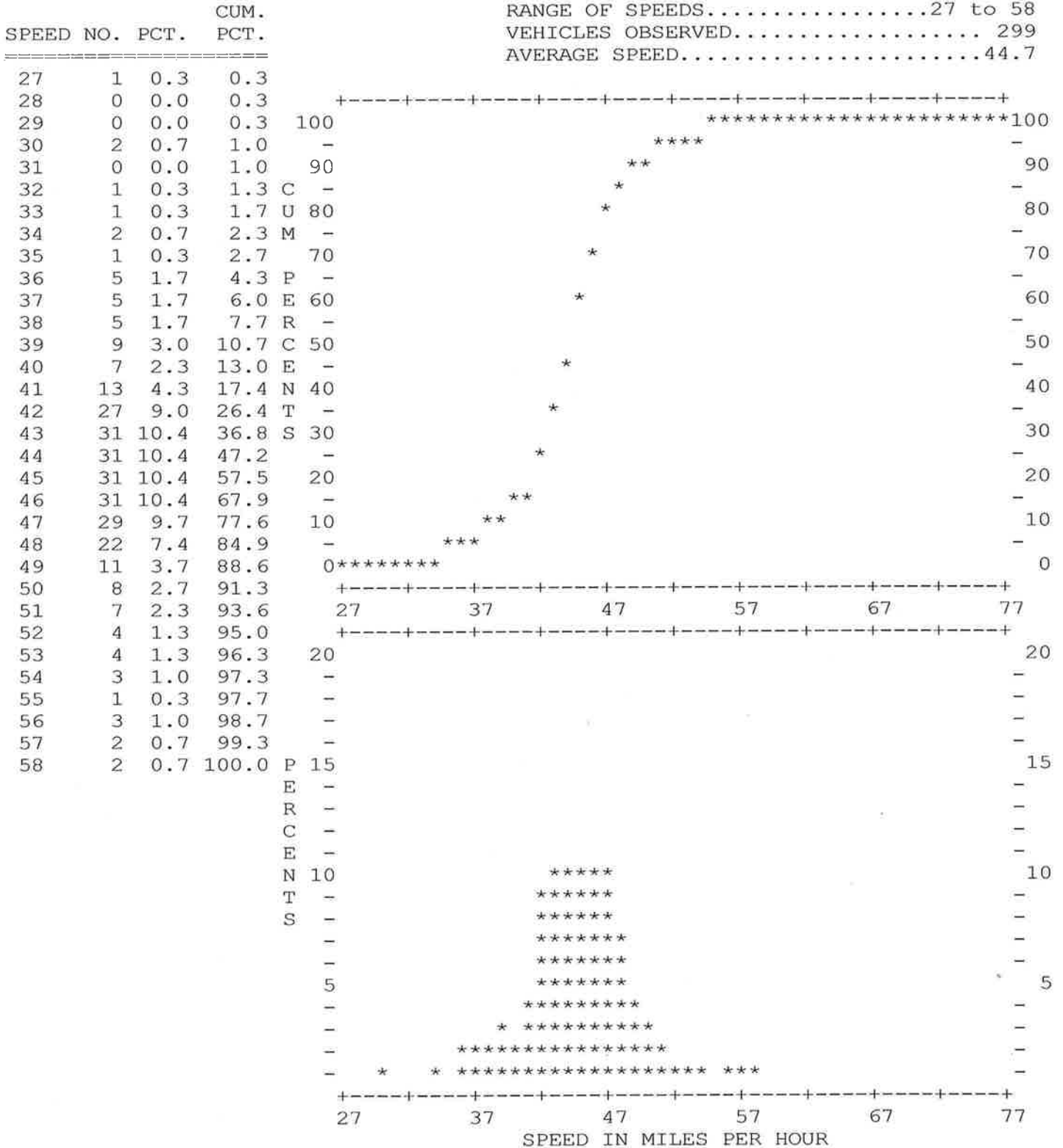


Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Los Coches rd. 1900' South of Castle Ct
LIMITS..... to

DIRECTION(S).....NBSB
DATE.....9.27.11
TIME.....2pm
POSTED SPEED LIMIT....45

50TH PERCENTILE SPEED.....45
85TH PERCENTILE SPEED.....49
10 MPH PACE SPEED.....41 through 50
PERCENT IN PACE SPEED..... 78.3
PERCENT OVER PACE SPEED..... 8.7
PERCENT UNDER PACE SPEED.....13.0
RANGE OF SPEEDS.....27 to 58
VEHICLES OBSERVED..... 299
AVERAGE SPEED.....44.7



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Los Coches Rd 750' South of Via Diego

LIMITS..... to

DIRECTION(S).....NBSB

DATE.....9.27.11

TIME.....12pm

POSTED SPEED LIMIT....45

50TH PERCENTILE SPEED.....44

85TH PERCENTILE SPEED.....48

10 MPH PACE SPEED.....39 through 48

PERCENT IN PACE SPEED..... 80.8

PERCENT OVER PACE SPEED.....12.3

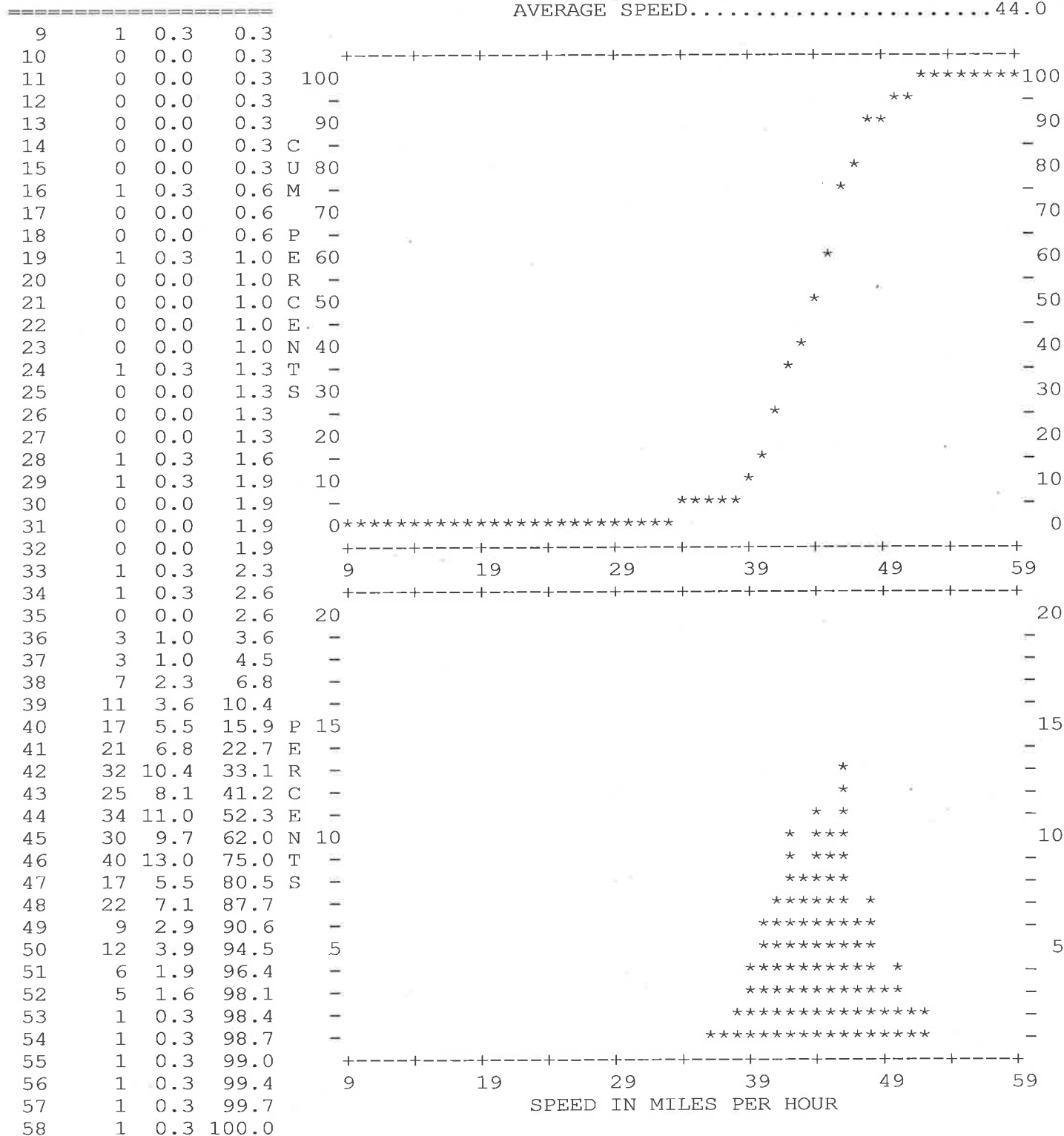
PERCENT UNDER PACE SPEED..... 6.8

RANGE OF SPEEDS..... 9 to 58

VEHICLES OBSERVED..... 308

AVERAGE SPEED.....44.0

SPEED NO. PCT. CUM.
PCT.



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 2-D**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Valle Vista Road from Vista Camino northerly to the End (1.42 miles), LAKESIDE (Thos. Bros. 1231-J1)
Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 35 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Valle Vista Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

Existing Traffic Devices

Valle Vista Road is a striped two-lane Through Highway that measures approximately 27 feet in width. A portion of the roadway has edge-striping along both sides, another portion has edge-striping along the east side. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>10/11</u>	<u>09/04</u>	<u>08/04</u>
Valle Vista Road:			
N/o Eucalyptus Hills Drive	1,540*	1,830*	
N/o Serena Road	3,740*		4,360*

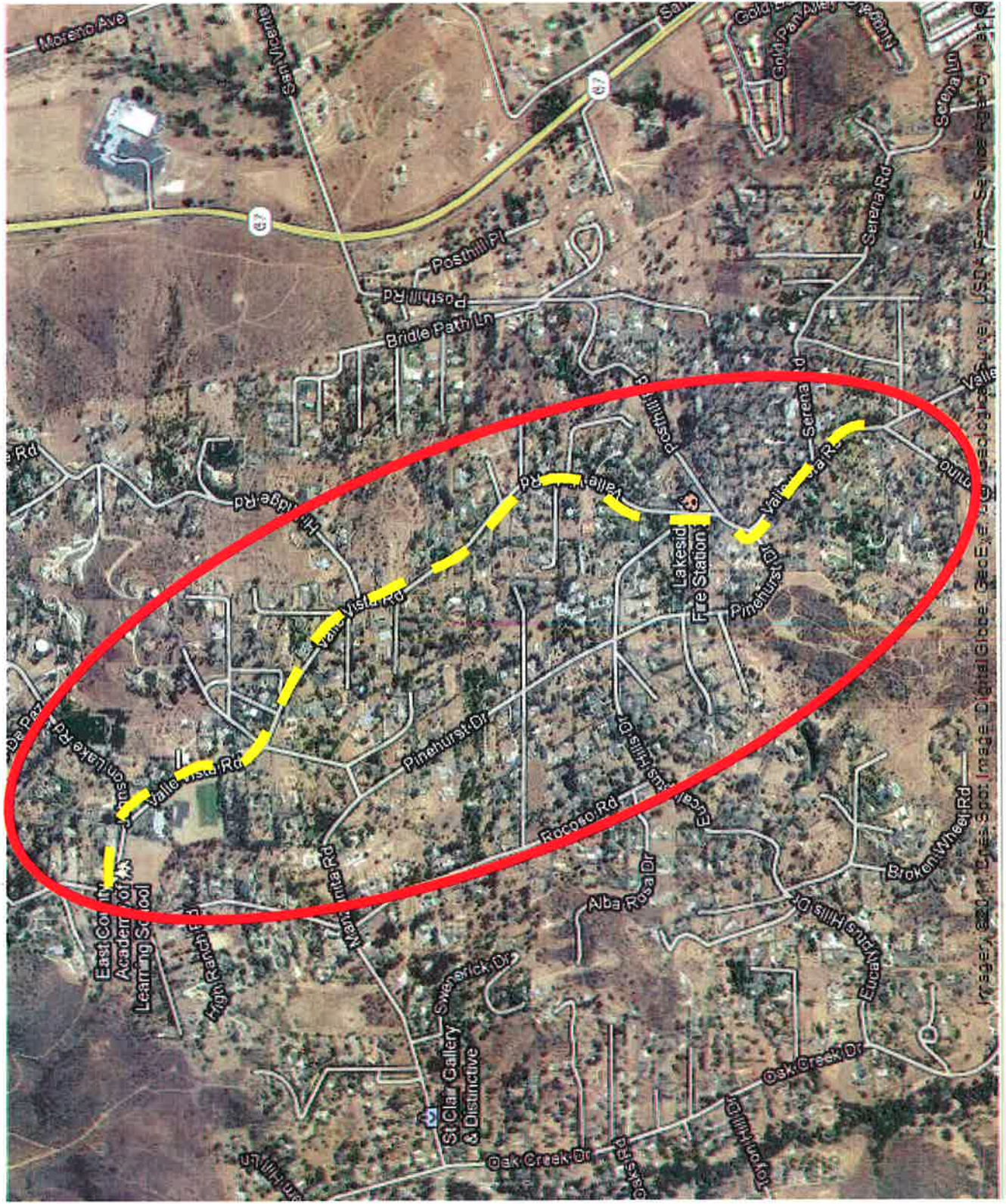
* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Valle Vista Road:				
1,260' N/o Eucalyptus Hills Drive	(2011) 36.0 MPH	27-36	74.1%	266
	(2005) 35.8 MPH	27-36	72.3%	130
1,520' N/o Eucalyptus Hills Drive	(2011) 39.5 MPH	31-40	75.9%	279
	(2005) 39.4 MPH	29-38	67.3%	141

Collision Data

There have been five reported collisions, four of which involved injury, along this segment of roadway in the last two years (09-30-09 to 09-30-11).

Valle Vista Road



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Valle Vista Rd 1520' N/o Eucalyptus Hill Rd

DATE: 9-29-11 TIME START: 1 pm TIME END: 3 pm WEATHER: clear ROAD TYPE: good









DIRECTION: xbt SPEED LIMIT: 35 MPH OBSERVER: Contractor CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
24	2	48	2	0.7	**
25	2	50	4	1.4	**
26	3	78	7	2.5	***
27	4	108	11	3.9	***
28	6	168	17	6.1	*****
29	6	174	23	8.2	*****
30	10	300	33	11.8	*****
31	12	372	45	16.1	*****
32	14	448	59	21.1	*****
33	14	462	73	26.2	*****
34	23	782	96	34.4	*****
35	20	700	116	41.6	*****
36	28	1008	144	51.6	*****
37	31	1147	175	62.7	*****
38	30	1140	205	73.5	*****
39	21	819	226	81.0	*****
40	19	760	245	87.8	*****
41	11	451	256	91.8	*****
42	8	336	264	94.6	*****
43	6	258	270	96.8	*****
44	3	132	273	97.8	***
45	3	135	276	98.9	***
46	3	138	279	100.0	***
					0-----5-----10-----15-----20-----
	279	10014			

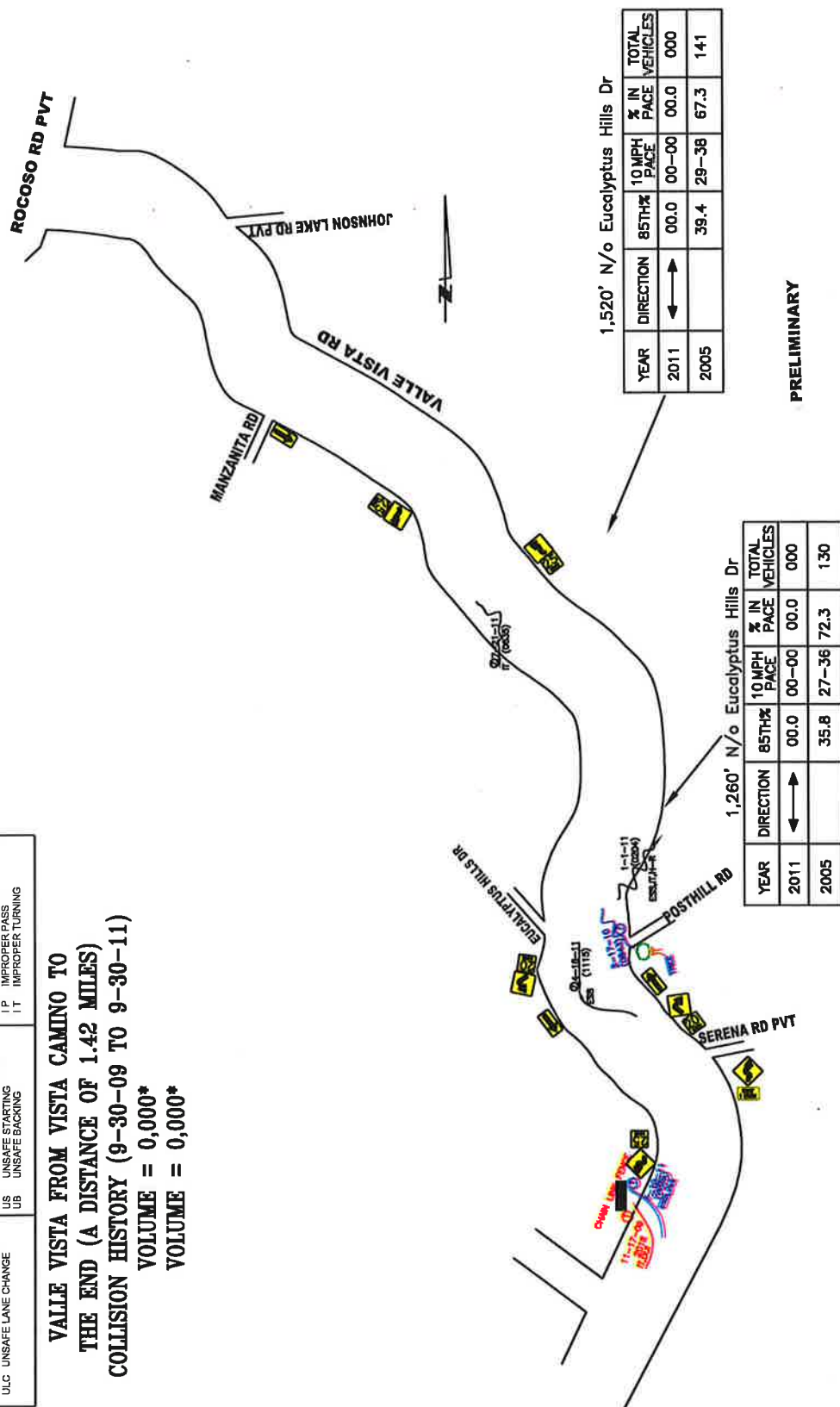
AVERAGE SPEED = 35.8
 50th PERCENTILE = 35.8
 85th PERCENTILE = 39.5
 90th PERCENTILE = 40.5
 95th PERCENTILE = 42.1

PACE = 31 - 40
 % IN PACE = 75.9
 VEHICLES IN PACE = 212

SAMPLE VARIANCE = 18.65749
 STANDARD DEVIATION = 4.319432
 RANGE 1*S = 71.68459
 RANGE 2*S = 93.90681
 RANGE 3*S = 100

STUDIES		TYPE OF COLLISION		ACCIDENT TOTALS BY TYPE				
MOVING VEHICLE BACKING VEHICLE UNINVOLVED VEHICLE	  	REAR END HEAD ON SIDE SWIPE OUT OF CONTROL	FATAL FATAL FATAL FATAL	DAY NIGHT TOTAL	2 2 4	1 1 2	3 3 5	
PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT	    	LEFT TURN RIGHT ANGLE	OTHER INJURY PROP DAMAGE TOTAL	2 0 0 0 0	2 1 1 1 1	3 3 3 3 3	5 5 5 5 5	
ESS EXCEEDING SAFE SPEED ESL EXCEEDING SPEED LIMIT RSS RAN STOP OR SIGNAL ULC UNSAFE LANE CHANGE	FTC FOLLOWING TOO CLOSE WSR WRONG SIDE OF ROAD VRW VIOLATED RIGHT-OF-WAY US UNSAFE STARTING UB UNSAFE BACKING	HIT RUN HBD HAD BEEN DRINKING HDI UNDER INFLUENCE IP IMPROPER PASS IT IMPROPER TURNING	1 1 1 1 1	1 1 1 1 1	2 2 2 2 2	3 3 3 3 3	5 5 5 5 5	

VALLE VISTA FROM VISTA CAMINO TO
THE END (A DISTANCE OF 1.42 MILES)
COLLISION HISTORY (9-30-09 TO 9-30-11)
VOLUME = 0,000*
VOLUME = 0,000*



SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 2-E**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Jamul Drive from Steele Canyon Road easterly to Lyons Valley Road (3.1 miles), JAMUL (Thos. Bros. 1272-C6) Lakeside Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Jamul Drive is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Jamul Drive is a striped two-lane Through Highway that varies from 24 feet to 64 feet in width. The westerly one mile segment has a two-way left-turn lane separating both directions of travel. There is also a segment with a painted island separating both sides of travel. The road is primarily edge-striped along both sides, there is a short segment with bike lanes. There is a portion of roadway with a parking lane adjacent to the bike lane in the vicinity of Jamacha Elementary School. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>08/08</u>	<u>11/04</u>	<u>11/03</u>	<u>1/96</u>
Jamul Drive:				
W/o Mile Post 1.5	*		3,640*	1,840*
E/o Ivanhoe Ranch Road		5,950*		3,790*

* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Jamul Drive:				
200' W/o Cotton	(2011) 48.0 MPH	39-48	75.6%	119
Springs Rd	(2004) 52.0 MPH	44-53	73.0%	126

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
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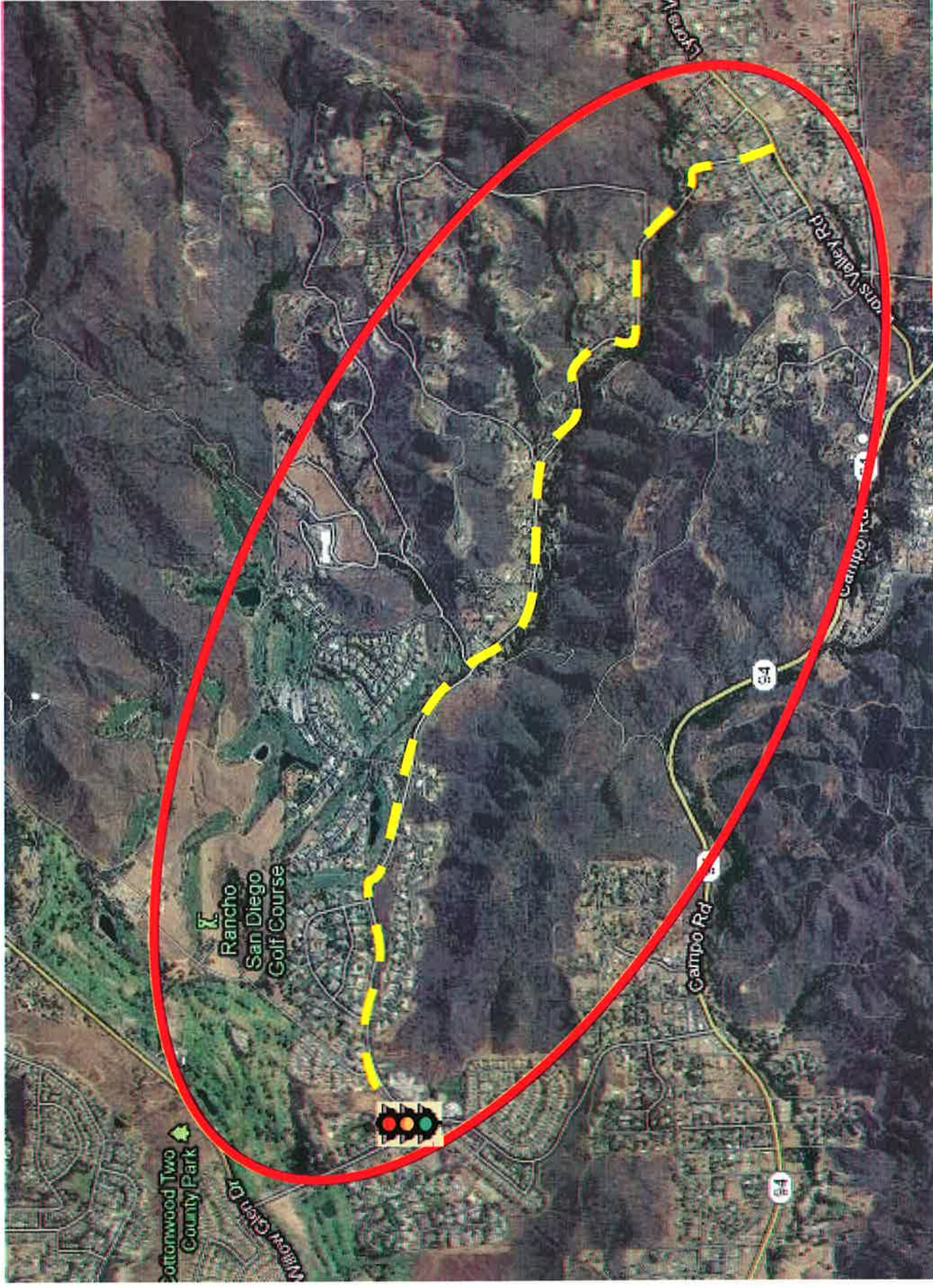
Jamul Drive:

2,460' E/o Fowler	(2011) 48.9 MPH	40-49	78.6%	117
Canyon Rd	(2004) 54.0 MPH	44-53	75.8%	161

Collision Data

There have been 38 reported collisions, one of which involved a fatality and twenty of which involved injury, along this segment of roadway in the last five years (09-30-06 to 09-30-11).

Jamul Drive



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Jamul Drive 200 feet w/o Cotton Springs Ln

DATE: 1-3-12 TIME START: 10 am TIME END: 11:10 am WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: P Johnson CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
33	1	33	1	0.8	**
34	0	0	1	0.8	*
35	1	35	2	1.7	**
36	3	108	5	4.2	*****
37	3	111	8	6.7	*****
38	3	114	11	9.2	*****
39	4	156	15	12.6	*****
40	14	560	29	24.4	*****
41	0	0	29	24.4	*
42	8	336	37	31.1	*****
43	11	473	48	40.3	*****
44	13	572	61	51.3	*****
45	5	225	66	55.5	*****
46	12	552	78	65.5	*****
47	13	611	91	76.5	*****
48	10	480	101	84.9	*****
49	3	147	104	87.4	*****
50	5	250	109	91.6	*****
51	2	102	111	93.3	****
52	2	104	113	95.0	****
53	3	159	116	97.5	*****
54	1	54	117	98.3	**
55	1	55	118	99.2	**
56	1	56	119	100.0	**
					0-----5-----10-----15-----20-----
	119	5293			

AVERAGE SPEED = 44.4
 50th PERCENTILE = 43.8
 85th PERCENTILE = 48
 90th PERCENTILE = 49.6
 95th PERCENTILE = 52

PACE = 39 - 48
 % IN PACE = 75.6
 VEHICLES IN PACE = 90

SAMPLE VARIANCE = 20.40427
 STANDARD DEVIATION = 4.517108
 RANGE 1*S = 72.26891
 RANGE 2*S = 95.79832
 RANGE 3*S = 100

RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Jamul Drive 2460 ft east of Fowler Canyon Rd

DATE: 1-3-12 TIME START: 1:30 TIME END: 2:30 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: P Johnson CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
35	1	35	1	0.9	**
36	2	72	3	2.6	****
37	0	0	3	2.6	*
38	3	114	6	5.1	*****
39	2	78	8	6.8	****
40	9	360	17	14.5	*****
41	5	205	22	18.8	*****
42	8	336	30	25.6	*****
43	12	516	42	35.9	*****
44	9	396	51	43.6	*****
45	12	540	63	53.8	*****
46	18	828	81	69.2	*****
47	4	188	85	72.6	*****
48	6	288	91	77.8	*****
49	9	441	100	85.5	*****
50	7	350	107	91.5	*****
51	2	102	109	93.2	****
52	4	208	113	96.6	*****
53	1	53	114	97.4	**
54	0	0	114	97.4	*
55	1	55	115	98.3	**
56	2	112	117	100.0	****
					0-----5-----10-----15-----20-----
	117	5277			

AVERAGE SPEED = 45.1
 50th PERCENTILE = 44.6
 85th PERCENTILE = 48.9
 90th PERCENTILE = 49.7
 95th PERCENTILE = 51.5

PACE = 40 - 49
 % IN PACE = 78.6
 VEHICLES IN PACE = 92

SAMPLE VARIANCE = 17.19639
 STANDARD DEVIATION = 4.146853
 RANGE 1*S = 70.94017
 RANGE 2*S = 94.87179
 RANGE 3*S = 100

COUNTY OF SAN DIEGO - DPW

TRAFFIC ENGINEERING
COLLISION DIAGRAM

JAMUL DRIVE

FROM STEELE CANYON ROAD
EASTERLY TO LYONS VALLEY
(A DISTANCE OF 0.0 MILES)

COLLISION HISTORY

09-30-2006 TO 09-30-2011

VOLUME = 0,000*

*TWO-WAY COUNT



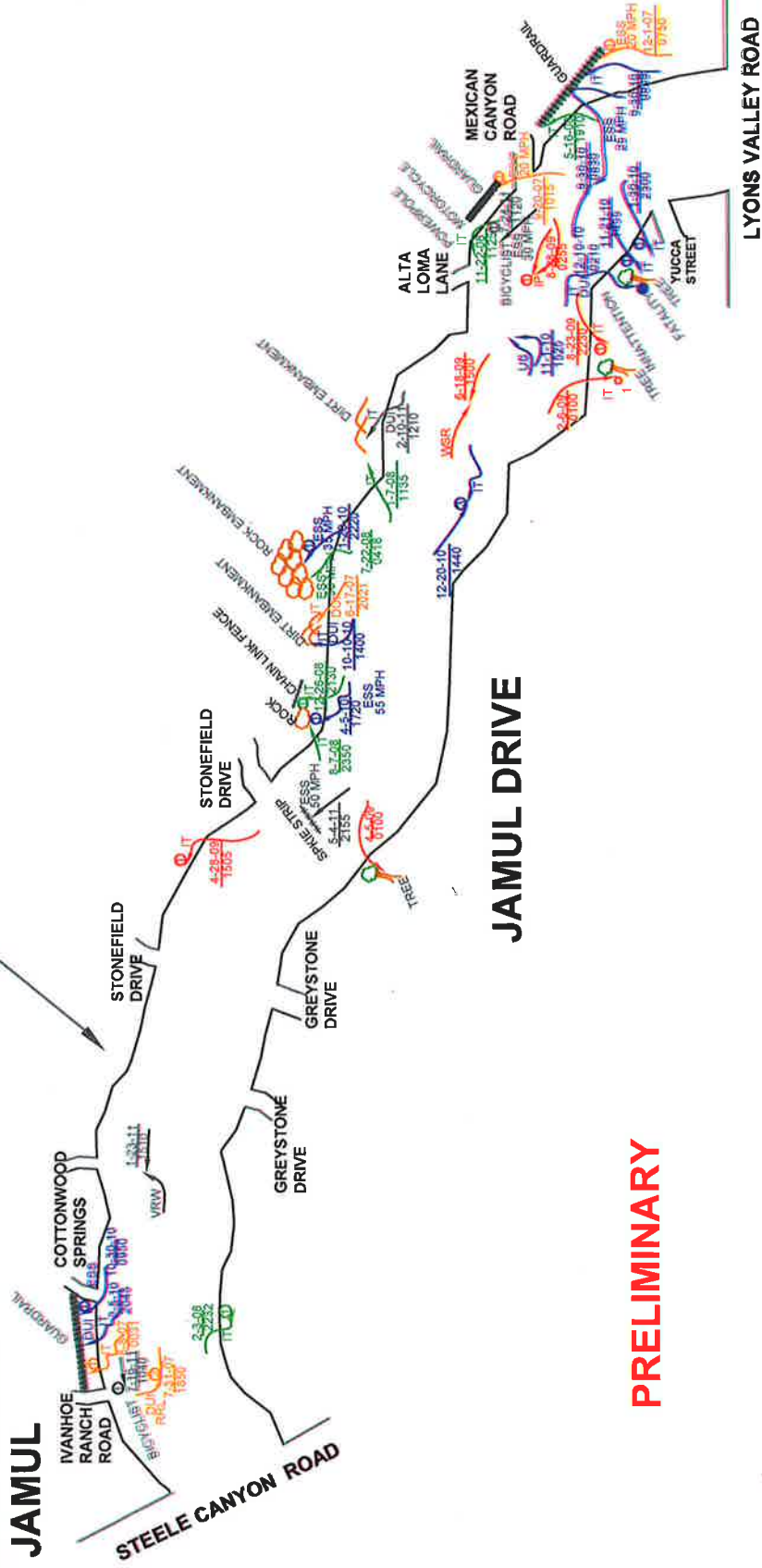
NORTH

280 FT W/O VIEW AS VIEW LANE

YEAR	DIR	85TH% PACE	100TH% PACE	% PACE	TOTAL
2011	←	51.0	43-52	61.2%	98
2004	←	51.3	41-50	56.7%	134

SYMBOLS	TYPE OF COLLISION	ACCIDENT TOTALS			
		TYPE	DAY	NIGHT	TOTAL
→ MOVING VEHICLE	→ REAR END	FATAL	00	01	01
→ BACKING VEHICLE	→ HEAD ON	PED	00	00	00
→ UNINVOLVED VEHICLE	→ SIDE SWIPE	INJURY	11	09	20
X PEDESTRIAN	→ OUT OF CONTROL	PROP	10	07	17
□ PARKED VEHICLE	→ LEFT TURN	TOTAL	21	17	38
● FIXED OBJECT	→ RIGHT ANGLE	H-R			
○ INJURY ACCIDENT	→ HIT AND RUN	HBID			
ESS EXCEEDING SAFE SPEED	FTC FOLLOWING TOO CLOSE	WBR			
ESL EXCEEDING SPEED LIMIT	WSR WRONG SIDE OF ROAD	VRW			
RSS RAN STOP OR SIGNAL	VRW VIOLATED RIGHT OF WAY	DIU			
ULC UNSAFE LANE CHANGE	US UNSAFE STARTING	IP			
	UB UNSAFE BACKING	IT			

RADAR RECERTIFICATION JAMUL DRIVE JAMUL



PRELIMINARY

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2012 **Item 5-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Burma Road from Olive Hill Road westerly to Luneta Lane (0.6 miles), FALLBROOK (Thos. Bros. 1047-G4) Fallbrook Community Planning Group

INITIATED BY: Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Burma Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

Existing Traffic Devices

Burma Road is a striped two-lane roadway that varies from 24 feet to 32 feet in width. There is edge-striping along both sides of the roadway. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

<u>Average Daily Traffic Volumes</u>	<u>10/11</u>	<u>07/04</u>	<u>11/97</u>
Burma Road: W/o Olive Hill Road @ Cazador Lane	2,540*	2,440*	1,400*

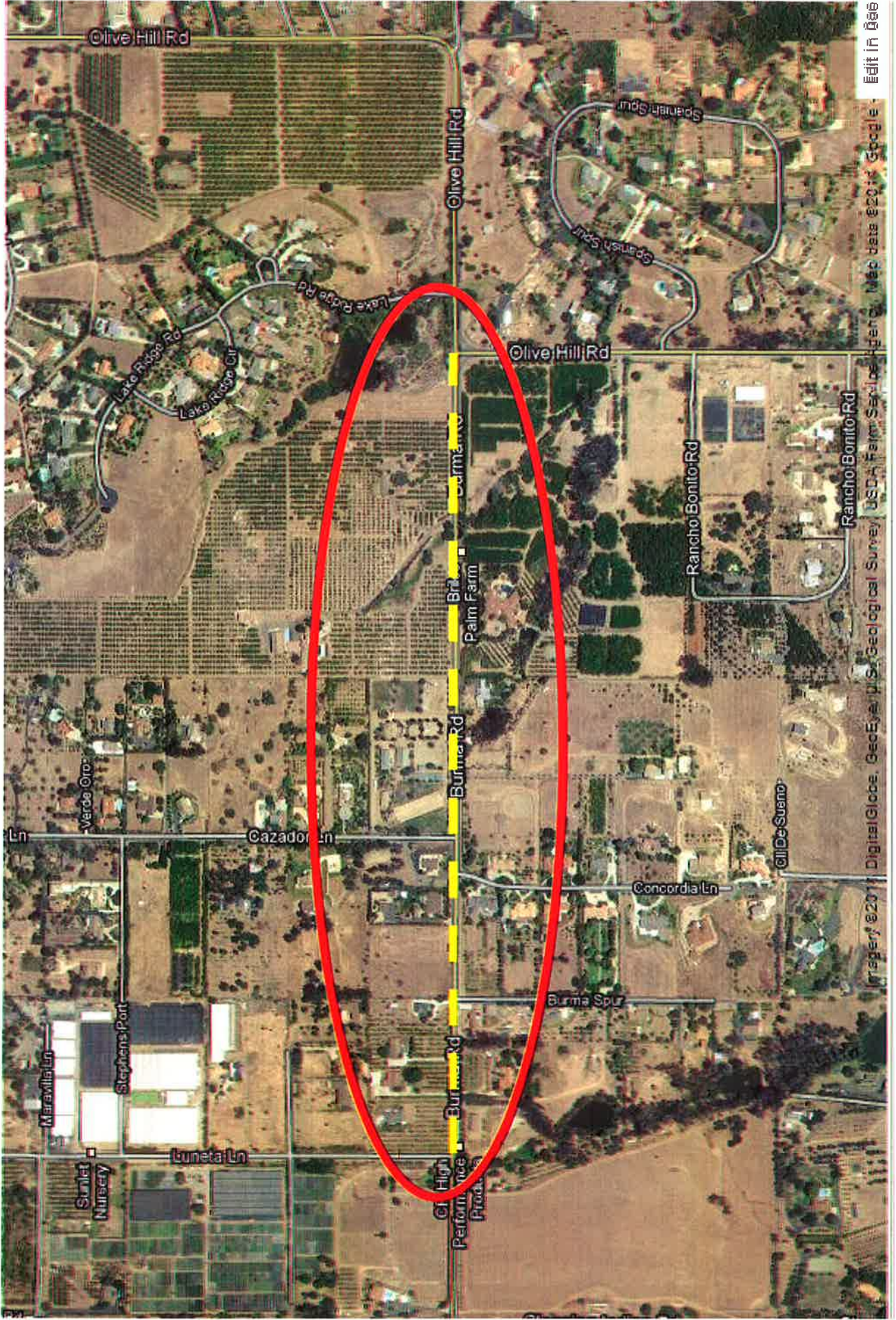
* Two-way count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	<u>Total Vehicles</u>
Burma Road: 580' E/o Cazador Ln	(2011) 48.5 MPH	39-48	54.7%	294
	(2005) 45.9 MPH	35-44	58.2%	175

Collision Data

There has been one reported injury collision along this segment of roadway in the last two years (09-30-09 to 09-30-11). It involved a westbound motorist who was traveling at 45 MPH and was unable to safely stop behind slowing traffic.

Burma Road



RADAR SPEED SURVEY

SAN DIEGO COUNTY TRAFFIC ENGINEERING

Burma Road 580' e/o Cazador Lane

DATE: 10-5-11 TIME START: noon TIME END: 2 pm WEATHER: clear ROAD TYPE: good

DIRECTION: xbt SPEED LIMIT: 45 MPH OBSERVER: contractor CALIBRATION TEST: y

SPEED	FREQUENCY	Fi*Xi	ACUM TOTAL	ACUM %	PERCENTAGE BREAKDOWN
					0-----5-----10-----15-----20-----
17	1	17	1	0.3	*
18	1	18	2	0.7	*
19	1	19	3	1.0	*
20	0	0	3	1.0	*
21	0	0	3	1.0	*
22	1	22	4	1.4	*
23	1	23	5	1.7	*
24	1	24	6	2.0	*
25	0	0	6	2.0	*
26	0	0	6	2.0	*
27	0	0	6	2.0	*
28	2	56	8	2.7	**
29	4	116	12	4.1	***
30	6	180	18	6.1	*****
31	3	93	21	7.1	***
32	6	192	27	9.2	*****
33	7	231	34	11.6	*****
34	7	238	41	13.9	*****
35	12	420	53	18.0	*****
36	15	540	68	23.1	*****
37	7	259	75	25.5	*****
38	8	304	83	28.2	*****
39	10	390	93	31.6	*****
40	17	680	110	37.4	*****
41	14	574	124	42.2	*****
42	14	588	138	46.9	*****
43	23	989	161	54.8	*****
44	21	924	182	61.9	*****
45	18	810	200	68.0	*****
46	15	690	215	73.1	*****
47	10	470	225	76.5	*****
48	19	912	244	83.0	*****
49	10	490	254	86.4	*****
50	10	500	264	89.8	*****
51	10	510	274	93.2	*****
52	11	572	285	96.9	*****
53	1	53	286	97.3	*
54	4	216	290	98.6	***
55	1	55	291	99.0	*
56	1	56	292	99.3	*
57	2	114	294	100.0	**
					0-----5-----10-----15-----20-----
294		12345			

AVERAGE SPEED = 41.9
50th PERCENTILE = 42.3
85th PERCENTILE = 48.5
90th PERCENTILE = 50
95th PERCENTILE = 51.4

PACE = 39 - 48
% IN PACE = 54.7
VEHICLES IN PACE = 161

SAMPLE VARIANCE = 48.88386
STANDARD DEVIATION = 6.991699
RANGE 1*S = 69.04761
RANGE 2*S = 96.2585
RANGE 3*S = 98.97959

FALLBROOK COMMUNITY PLANNING GROUP

And

FALLBROOK DESIGN REVIEW BOARD

Regular Meeting

Monday 16 January 2012, 7:00 P.M., Live Oak School, 1978 Reche Road, Fallbrook

MINUTES

The meeting was called to order at 7:00 p.m. by Jim Russell.

Fourteen (14) members were present: Anne Burdick, Eileen Delaney, Donna Gebhart, Jackie Heyneman, Ron Miller, Roy Moosa, Ike Perez, Jim Russell, Jean Dooley, Tom Harrington, Steve Smith, Harry Christiansen, Michele Bain and Jack Wood. Chuck Sanacore was excused.

1. Open Forum. Opportunity for members of the public to speak to the Planning Group on any subject matter within the Group's jurisdiction but not on today's agenda. Three minute limitation. Non-discussion & Non-voting item.

Mr. Berks addressed the Group about the lack of crosswalks south of Fallbrook Street on Main Street. While there are four crosswalks north of Fallbrook Street on Main, there are none south. He was especially concerned with the Aviation and Main intersection due to the high number of pedestrians crossing that intersection. He offered to paint the cross walks if additional labor was needed. While the issue was not up for discussion, Ms. Burdick stated that she would forward the request to Traffic Advisory Committee for consideration.

2. Approval of the minutes for the meetings of 19 December 2011. Voting item.

Ms. Dooley motioned to approve the minutes and the motion passed with Ms. Bain abstaining.

3. Request from Donald Moore, President of the Fallbrook Villas HOA, (760) 728-2116, for installation of red curb adjacent to two driveways for an apartment complex on Oak Cliff Drive. In response, Traffic Engineering staff determined that 20' of red curbing was required on either side of both driveways for a total red curb of 60 feet. Mr. Moore subsequently requested an appeal of this distance due to the loss of parking spots. Continued at the 19 Dec 2011 meeting. Subsequent discussions between Traffic Engineering and the HOA arrived at the following resolving alternative: the HOA President agreed to sign and mark the leftmost driveway (looking out of the complex) as an "ENTER ONLY" driveway and the rightmost driveway as an "EXIT ONLY" driveway. With this solution, DPW staff, within its existing authority to establish minimum amounts of red curb, is completely satisfied to propose red curb only at the 20' distance located between the two driveways. This parking prohibition will enhance lines-of-sight for the new "EXIT ONLY" driveway.

The TAC is requesting the support of the Fallbrook Planning Group for this alternative. County Staff: Maria Rubio-Lopez, DPW Traffic Engineering, (858) 874-4030. **Circulation Committee.** Community Input. Voting item.

Mr. Moore was not present so Ms. Burdick reported that the County staff had reviewed the sight distance requirements for the apartment complex on Oak Cliff Drive. The County staff felt that if the entrances were controlled (marked for entry on the east driveway and exit on the west driveway) only the 20' curb between the driveways would need to be parking restricted to provide adequate sight distance.

Ms. Burdick motioned to approve the recommendation and adopt the parking restriction and the motion passed unanimously.

4. Response to a request from Devon Muto, Chief, Department of Planning and Land Use on the Red Tape Reduction Task Force Report and Recommendations. **Land Use Committee.** Community input. Voting item.

Earlier this year, the County Board of Supervisors formed a Red Tape Reduction Task Force to examine the land development permitting process and identify opportunities for operational improvements that would result in more efficient permit processing. This independent Task Force held several meetings and prepared a report with a series of recommendations that was presented by the Task Force to the Board of Supervisors on December 7, 2011. At the December 7th hearing, the Board directed immediate implementation of a subset of the recommendations. For the remainder of the recommendations, the Board directed staff to evaluate the implementation of these remaining recommendations and return to the Board on February 29, 2012.

One of the recommendations that staff will be analyzing relates to the structure of Community Planning and Sponsor Groups. The recommendation from the Red Tape Reduction Task Force contains two options for the Board (see recommendation #9 beginning on Page 7 of the attached report). Staff is accepting comments on this and the other Task Force recommendations to be included in the report back to the Board. Comments are requested by January 31, 2012. Please forward all of your comments to Marcus Lubich by mail to the address above or at Marcus.Lubich@sdcounty.ca.gov or at Marcus.Lubich@sdcounty.ca.gov. You may also phone Marcus Lubich with any questions at 858-694-8847.

Mr. Russell outlined the subject and asked for the Land Use Committee response. Mr. Moosa read the response to the Red Tape Committee's recommendation to eliminate Planning Groups:

On December 7, 2011 in a report presented to the San Diego County Board of Supervisors, an appointed Red Tape Reduction Task Force stated that Community Planning Groups *"provide value to a community"*.

In that same report, the Task Force observed that *"the actions of some CPG members have evolved from acting in an advisory role to the County, into one of direct negotiation with project applicants"*. The report states that this behavior has led to *"significant delays in the county permitting process"*. It was also mentioned that Planning Groups *"create additional oversight responsibilities for the County and can create potential liabilities if a member or members were not to file an adequate disclosure or inappropriately vote on a particular project"*.

Because of this, the Task Force made two recommendations to the Board, the first of which was to remove Community Planning Groups from under the county's umbrella; effectively disbanding them completely.

The suggestion that the current twenty six community planning groups be disbanded because of the actions of "some" members completely ignores the problem and does not address possible solutions. The suggestion also implies that the actions of a few non-compliant members coupled with insurance liability requirements outweigh any benefit of local representation the Planning Groups provide.

The parameters that fall within the responsibilities of a Planning Group Member are clear. If the member does not adhere to those guidelines then his actions should be addressed.

The solution is enforcement: not dissolution.

As for liability concerns, the county states that since 1999 the twenty six Planning Groups have cost \$58,147 in legal expenses. This equals roughly to \$172.00 per year per Planning Group...a negligible amount.

Planning Groups were formed by the county over four decades ago to fulfill a specific need. According to policy I1-A the purpose was "to encourage a high level of citizen participation in the community planning process". I1- A also states that "local planning is more responsive to local needs if there is a high level of citizen participation in the planning process."

It is hoped that the county's goal to be responsive to local needs has not lost its relevancy.

vehicle access. The Group expressed concern about the circulation around the building and how the drive up traffic would affect it. Also the possible traffic back up on both Mission and Main was a concern. Mr. Elmore stated that the Mission entrance would be a right-in right-out only access and that the modern facility planned would cycle customers so fast that there would never be more than 6 or 7 cars in line at one time. The Group expressed approval of the elimination of the Ammunition driveway and advised the design team to work with Ms. Heyneman on plant selection in the landscape areas. Mr. Christiansen expressed continuing concern about the traffic impacts on such a major intersection and requested that the item come before the Circulation Committee when it returns to the Planning Group for formal approval. Mr. Elmore agreed to make presentations at both the Design Review Committee and the Circulation Committee. Mr. Russell thanked Mr. Elmore for the presentation.

10. Support the San Diego County Traffic Advisory Committee's request to radar recertify Burma Road from Olive Hill Road to Luneta Lane (0.6 miles). Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit. Community input. Voting item,

Ms. Burdick introduced the issue. The County Traffic Advisory Council had requested the Planning Group's concurrence on recertifying the 45 mile per hour speed limit on Burma Road from Luneta to Olive Hill Road. After limited discussion, Ms. Burdick motioned to approve the request and the motion passed unanimously.

The meeting was adjourned at 8:55 p.m.
Tom Harrington, secretary.

